



**Federal Aviation
Administration**

FOCUSFAA

It's All About You

Issue 11 » August 30, 2005



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Dealing In Junk

The mouth appears to be in full grin with what looks to be — oh say — 50 teeth or so. The ears are worthy of Prince Charles and the eyes are sunken with red dots for pupils. The nose isn't bulbous so much as perfectly round. Is this someone recovering from a rough night?

No, it's just an artistic figment of Bryan Dahlvang's imagination.

"I used a lot of different parts from an old radar system that was retired," Dahlvang explained.

Dahlvang and Carla



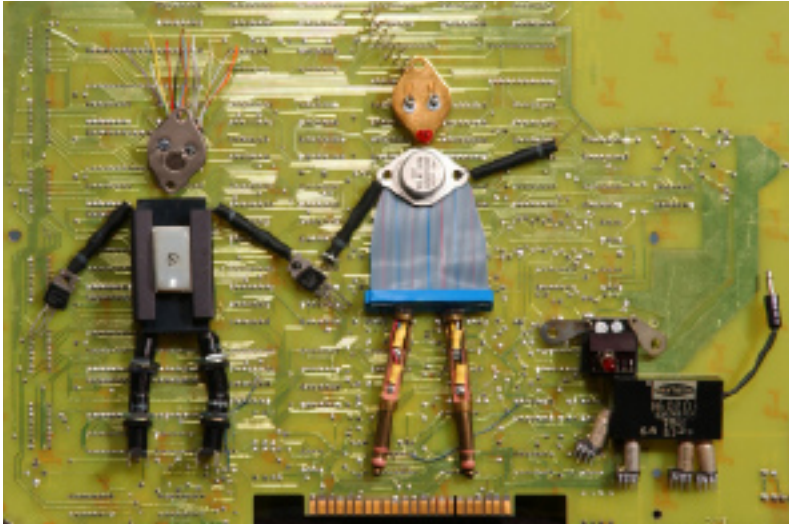
Carla Houston stands next to one of her quilts.

Houston, graphic designers in the media solutions division at the Mike Monroney Aeronautical Center, have used their artwork to liven up the hallways at the facility. Artists for years, the two share work quarters and similar attitudes toward



"I like to twist things around and make them my own."

Dealing In Junk



Bryan Dahlvang's family sculpture.

sculpture, painting and other media.

"I like to twist things around and make them my own," said Dahlvang, who splatters his conversation with words like "weird" and "strange juxtapositions." "If you're not going to express your own point of view in

your artwork, then why do it?" he asked. That seems to represent Houston's artistic framework as well. She spent years as a wildlife illustrator, an experience of which she grew tired and pushed her toward more abstract notions.

Dahlvang considers himself

an "expressive" painter, in which he loosely depicts his subjects with visceral brush strokes and thick application of paint. He also is a "bricologist," someone who uses whatever is at hand to create art.

There's the face, the little family scene made from capacitors on a circuit card, a robot, and a box sculpture with head sets attached to a patch panel. "I wanted to make it a sentimental journey for people walking by who used that system years ago," he said.

Houston has produced four oil paintings for the center.

Dealing In Junk

One features an aircraft with radar information painted softly on top. The last one she describes as an abstract resembling a radar screen.

But Dahlvang needs to make room for Houston in the scrap room. She recently has been creating ornate silk quilts with abstract designs and adorned with washers, beads and "whatever I find that looks interesting." She contributed the capacitor "woman" to the family sculpture Dahlvang created. "I don't get into putting junk together, but that was fun to do," she said.

Both say the creative experience in the media solutions division has fostered their personal work. "I'm happy in a job where I'm able to create," said Dahlvang. "My whole life...everyday is a different story."

Houston said, "I'm especially into composition and design. I think that shows in my quilts and something I definitely learned on the job."

Their families are artistic as well. Houston's daughter is pursuing an arts degree.

Dahlvang is inspired by his 8-year-old son's drawings.



Bryan Dahlvang stands in front of a painting he made of his son (with donkey ears).

"The kids definitely inspire creativity, the way they draw from the gut." Five-year-old Cosette is already quite a painter and Madchen, 2, likely is not far behind. ✈

FAA Co-sponsors Art Show








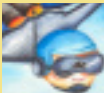

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The FAA's co-sponsorship of the annual international aviation art contest helped prove once again that aviation still inspires young minds and artists.

Click below for a slideshow of the top three winners in each of the age categories who participated in the U.S. version of the contest. It should be noted that Dustin He, winner in the 6-9 age group, won the silver medal in the international version of the contest. Kate Vanderpool, first place winner in the 14-17 age category, won the international competition's gold medal; and Monte Botley, 2nd place winner in the same category, tied for an international bronze medal with a Russian youth. ✈

[Ages 6-9](#) | [Ages 10-13](#) | [Ages 14-17](#)

Ages 6-9		Ages 10-13		Ages 14-17	
	1st – Dustin He, New Jersey		1st – Devin Turner, Wisconsin		1st – Kate Vanderpool, New York
	2nd – Elias Clark, New Mexico		2nd – Ellen Webre, California		2nd – Monte Botley, Arkansas
	3rd – Kylie Carlson, Nebraska		3rd – Pengpeng Song, New Jersey		3rd – Mariah Lee Boyle, Oregon

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Ages 6-9



1st – Dustin He,
New Jersey



3rd - Kylie Carlson,
Nebraska

2nd – Elias Clark,
New Mexico

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Ages 10-13



1st – Devin Turner,
Wisconsin



2nd –
Ellen Webre,
California



3rd - Pengpeng Song,
New Jersey

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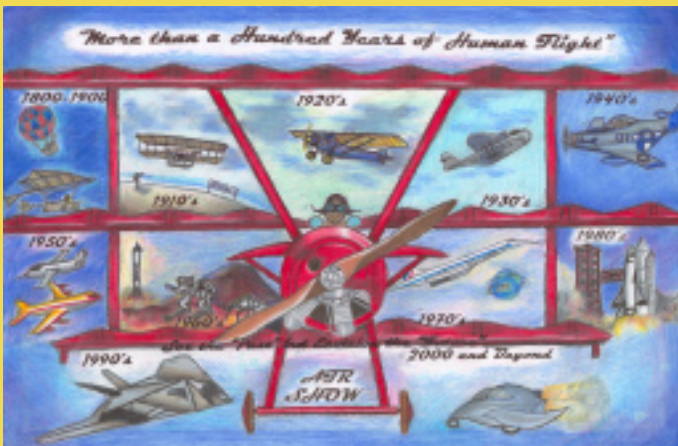
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Ages 14-17



1st – Kate Vanderpool,
New York



2nd – Monte Botley,
Arkansas

3rd - Mariah Lee Boyle,
Oregon



New ID System Readied

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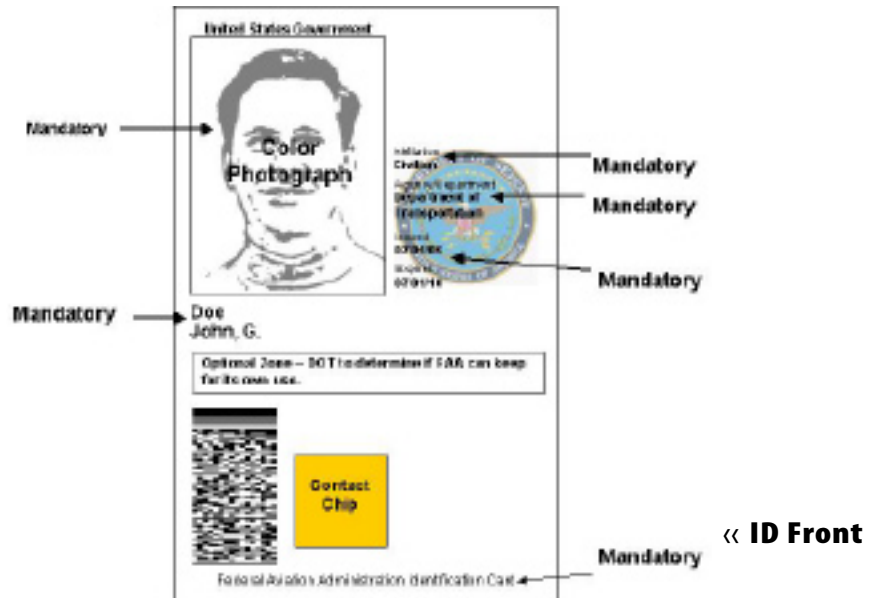
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FAA EMPLOYEE IDENTIFICATION

will get a new look in the coming months, but it's not just for cosmetic reasons.

Beginning in October, a new business process will be implemented within the FAA for issuing identification cards to employees. These new processes are FAA's response to a presidential directive to establish a common identification standard for federal employees and contractors.

To assist in meeting this presidential mandate, the Office of Security and Hazardous Materials will



Most zones on back of card are optional - DOT to determine if FAA can keep for its own use.

New ID System Readied

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not only be changing its internal processes for issuing ID cards, it will also be deploying a Web-based identification media system (IMS) that will ensure the separation of roles needed to comply with the directive. The IMS uses a single database and will replace the multiple ID card systems being used around the country.

"This is a great security protector for our employees," said Barbara Bilodeau, the FAA's national program manager for the implementation of the presidential directive and the IMS project.

When fully implemented, the IMS will provide the FAA with a standard, secure and reliable form of personal identification. In the near term, many of the process changes will be transparent to current employees and will only affect new hires.

However, the mandate will ultimately affect existing employees as well. While the

Office of Security and Hazardous Materials has been working with the Department of Transportation to ensure the impact on employees would be minimal, change will still need to occur.

The biggest change will affect the hiring process and the standards for issuing cards to new employees and contractors. To implement the new process, employees must now wait until the FBI fingerprint check is completed prior to the issuance of the ID card. To ensure FAA employees and management are aware of the new mandate, the Office of Security and Hazardous Materials has begun briefing regional and center management team members. Eastern Region and Great Lakes Region have already received their briefings. The remainder of the regions and centers will be briefed over the next several months. ✈

Helping Out Family

Top FAA management and three Washington-area employee unions

are asking employees to consider donating annual or sick leave to coworkers who have been called to active service in the military.

Meantime, Administrator Marion Blakey and her staff are pressing the Office of Management and Budget and the Office of Personnel Management to allow the agency to make up any difference in pay between FAA salaries and military salaries for its employees who have been called to serve.

"This is an example where the FAA, in conjunction with the unions, is trying to do the right thing for our employees," said Jim Lenz, president of the Local 3300 American Federation of State, County and Municipal Employees (AFSCME) union. Lenz, along with officials from AFSCME locals 953 and 1509, formally requested that FAA employees on active duty be eligible for leave donations. Fifteen FAA employees on active duty have been added to the leave donor program as a result.



Helping Out Family

The union request sought to help employees who are suffering financial difficulties since being called up. Lenz cited the example of an aeronautical engineer in the Air Traffic Organization who was making \$119,000 per year. He was mobilized after having just moved into a new house with his wife and four young children. His pay as an Army munitions expert is \$62,000 per year.

The employee had to rent out his house and move his family to Ohio to live with his parents. The renters skipped out on the lease, so the family is struggling to pay the mortgage on top of daily living expenses. Every month, the family cashes in a few days of leave for extra money.

“We have listed him on the voluntary leave program and have had people donating so they can draw a few days to supplement their income,” said Lenz. “We want to get the entire FAA family behind supporting these fellow workers who are standing up on the active line in this war against terror,” he added.

“The administration has gone out of its way do the right thing,” said Lenz.

Individuals who would like to make leave donations to help the families of active-duty employees should email jim.lenz@faa.gov for more information. ✈



*The admin-
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News From The Front

Focus FAA caught up with Staff Sergeant Greg Brockberg during his recent tour of duty in Iraq. Brockberg, a nav/com technician at the Red River (N.D.) System Support Center, is stationed with the Foxtrot Battery at a forward operating base outside of Kirkuk. Since our last correspondence with him in May, Brockberg came home for two weeks before returning to Iraq on June 16.

What's the situation like over there?

The military situation in this area of the country has not changed all that much. There was increased enemy activity, in the form of improvised explosive devices attacks, in our area at the end of July and into August. In fact, both our line platoons were hit with separate attacks a few weeks ago. One roadside explosion cracked the windshield and caused minor damage to the front of a HumVee. A few days later another caused a minor hand injury to one of our gunners.

On the other hand, indirect fire rocket attacks against the forward operating base have almost ceased.

Has your mission remained the same?

Our mission has changed somewhat from this spring. No longer are we doing hands-on training with individual Iraqi soldiers in squad or platoon settings. Now we are sending out transition teams to various locations to



Brockberg behind the wheel of a HumVee on the way to an Iraqi army installation.

News From The Front

mentor the leadership staffs of four Iraqi army companies and the battalion they report to. One of the tasks of these teams is to monitor the messages and reports that flow between the companies and the battalion. They instruct the staffs on how to issue orders and conduct briefings. This battalion is one that was stood up from scratch and the staffs of the battalion and companies have to learn how to function together and coordinate the use of troops and equipment.

We are also supervising the battalion supply section in the documentation and distribution of uniforms, helmets, body armor, radios, and tools to the companies. Much of the required supplies and equipment the Iraqi army uses comes from the U.S. military, so we monitor the distribution of that equipment from our control to Iraqi control to make sure it is going to the troops who need it.

This mission presents many challenges to our transition teams. Cultural and language differences remain an obstacle to effective communication between the Iraqis and U.S. troops. It seems some days the Iraqi army takes one step forward in one area but three steps back in another. We are enthusiastic about continuing our assigned mission and believe that eventually the Iraqi army will take over the defense and security of their own country.



Brockberg trying to keep it cool in Iraq. The highest temperature he saw was 121 degrees in early July.

News From The Front

You got a chance to see your family a few months ago.

How are they doing?

My wife and daughters are holding up well during this separation. We spent quite a bit of time together while I was home on leave. I am very proud of how my wife, Becky, has handled things around the house in my absence. Her biggest concern is getting everything ready for my younger daughter, Kelsey, to start college in a few weeks at the University of North Dakota up in Grand Forks. That has been a big headache for Becky, but she has accomplished everything that needed to be done with the help of my older daughter, Lindsey. Becky has commented several

times that she will be very happy to turn the family finances back over to me when I get home.

I enjoyed spending every hour of each day with Becky, but, as expected, time went by very quickly. The goodbyes weren't nearly as painful compared to when I first left for Iraq last November.

Did you have a chance to visit your office during leave?

I was able to visit the system support center offices at both Grand Forks and Fargo during June and visited with a few of my fellow coworkers. The American taxpayers will be happy to hear that most of the Airways Facilities technicians that I work with were



“The goodbyes weren’t nearly as painful compared to when I first left for Iraq last November.”

News From The Front

away from the offices doing maintenance when I stopped in to see them! I very much enjoy my job with AF and look forward to getting back to work, hopefully sometime before Christmas. I often think how fortunate I am to have a good civilian occupation awaiting me when I return in a few months. It will be nice to work in an environment where I don't have to carry a M-4 rifle, wear a Kevlar helmet and heavy body armor, and worry about my safety.

I continue to receive care packages from Tony Kowalewski from the Grand Forks office. His thoughtful actions have kept me supplied with many items, like beef jerky, crackers, summer sausage, and tootsie roll pops. I appreciate the kind thoughts and support sent my way by many FAA employees, and hope to be able to thank them in person very

soon. I ask everyone back home to pray for the safe return of all U.S. servicemen and women presently serving overseas in our war against global terrorism.

How hard was it to return to Iraq?

It was actually good to be back among my fellow soldiers. There wasn't a day that I didn't think of them while I was home, wondering if they were staying safe. I have approximately three months remaining in Iraq on the last leg of my lengthy activation and soon we will be packing up equipment and personal gear in preparation for deploying back to Grand Forks. I am hoping these final weeks will go by quickly. My family realizes that our separation is nearing an end, and I will be back home in time for the Christmas holidays. ✈

Your Two Cents

Feedback

Here at Focus FAA, launching a new publication hasn't left much time for staff vacations, so why not tell us what you did?

Fill us in on the fun parts, the miserable moments, and any sights that are must-sees — whatever you best remember from this summer's adventures. We also want to see your favorite digital photo from your vacation. Now, don't send the entire scrapbook. Just one favorite photo with a caption explaining what's happening and who the people are in the picture.

We'll print the best and our favorites as well.

Hope yours was a good one. ✈



Now This

In his poem “Wasteland,” T.S. Eliot wrote: “April is the cruelest month, breeding/Lilacs out of the dead land, mixing/Memory and desire, stirring/Dull roots with spring rain.” I never understood that poem. Still don’t. Sounds to me like April is a sign of hope, a harbinger of good things to come.

August, it seems to me, is the cruelest of months. It just hangs there, suspended, neither fish nor fowl. The bright promise of spring and the warm, uplifting days of

early summer have faded, without any hint of the crisp, cool days of autumn to come. The days get noticeably shorter. A new school year beckons — always a dreary prospect for someone like me who never liked school. It’s a melancholy month.

On the other hand, Washington becomes less frenetic during August. The city slows down. The pace slackens. The pressure subsides. You get to take time off. Sounds ideal. And, yet, that in itself is part of



the problem, at least for some of us who secretly yearn for things to get back to normal, if “normal” is clinically the correct term for such a condition.

Truth be told, we are adrenaline freaks who

Now This

like crises and deadlines, even though we complain about them. They give us a challenge, a sense of importance, a sense of being needed, windmills to tilt at, a buzz, a high. Whatever the reason(s), not being busy, even at tasks of dubious value, creates anxiety.

Maybe this is part of the syndrome that the late Meg Greenfield described in her insightful book, "Washington." Greenfield, reporter, editor, and columnist for almost 40

years, maintained that nobody who works in this town, whether politician or bureaucrat, ever gets out of high school. Nobody. That may be a stretch and this may not be a condition unique to Washington, but she made an interesting case in her book. It certainly helps explain some things, such as confusing activity with effective action and the anxiety that results when heavy activity slows down. It may also explain why some

fear retirement rather than look forward to it.

These are big thoughts to ponder — at least until after Labor Day when Washington returns to "normal" and we can bury ourselves in activity and not have to ponder such heady thoughts again until next August. Hope you all had a good summer. ✈

— Gerald E. Lavey

Deputy Assistant
Administrator for Internal
Communications

AOA HIGHLIGHTS

EXECUTIVE SUMMARY

Note: Please keep in mind that links to some outside publications mentioned in AOA Highlights work for only a few days and after that many publications no longer provide free access.

FAA NOT TO REQUIRE CHILD SAFETY SEATS:

Agency decision said mandating safety seats would force more families to drive, a statistically more dangerous way to travel.

RAISING THE SAFETY BAR:

In *Aviation Week & Space Technology*, Administrator discusses steps FAA is taking to promote increased safety around the world.

WHEN THE BAR IS ALREADY HIGH:

Raising the safety bar is particularly challenging when commercial aviation, particularly in the U.S., is already at such a high level.

RECENT CRASHES UNLIKELY SIGN OF SAFETY DECLINE:

There is nothing in the cluster of recent crashes to indicate that this safety picture is deteriorating, says risk expert Arnold Barnett.

SLOW, STEADY PROGRESS AS LABOR TALKS PROCEED:

FAA's Miniace reports "progress is being made at the negotiations table" with NATCA. Talks

move to Minneapolis this week.

WOMEN'S EQUALITY DAY:

August 26 marked the anniversary (Aug. 26, 1920) of the ratification of the 19th amendment, which gave women the right to vote. Equality still a challenge.

THE TUSKEGEE AIRMEN'S FINAL MISSION:

Since only 200 of the original 992 still alive, Tuskegee Airmen's 34th annual convention is the last.

THE LAST WORD:

Four book recommendations.

AOA HIGHLIGHTS

FAA NOT TO REQUIRE CHILD SAFETY SEATS:

The agency announced last week that “it will not mandate the use of child safety seats on airplanes because of the increased safety risk to families.”

According to the announcement, analyses showed that if forced to purchase an extra airline ticket, families might choose to drive, a statistically more dangerous way to travel. The risk for fatalities and injuries to families is significantly greater on the roads than in airplanes. Last year, nearly 43,000 people died on America’s highways

as compared to 13 on commercial flights.

And here is the key; families have the option of using child safety seats. In fact, the Administrator said, “We encourage the use of child safety seats in airplanes. However, if requiring extra airline tickets forces some families to drive then we’re inadvertently putting too many families at risk.” Chalk one up for common sense. Associate Administrator for Regulation and Certification Tony Broderick reached the same conclusion years ago. Made sense then; makes sense now.

RAISING THE SAFETY BAR ...

The August 22/29 Aviation Week & Space Technology has a series of articles on international aviation safety, including one featuring Administrator Blakey discussing what the FAA is doing to promote common safety standards around the world. For one thing, the FAA is seeking \$33 million more in the FY06 request for expansion of our international leadership role. Secondly, in October, the FAA is hosting the agency’s 2nd International Aviation Safety Forum. A lot of our international work is

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done directly in the target countries, of course. As the Administrator explains in the interview, China, India, Latin America, and the Middle East are key target areas for our activities, and the article gives you a good sense of the scope of these activities. [click here to read more](#)

...WHEN THE BAR IS ALREADY HIGH:

Another article in the same publication discusses the challenges of making flying safer at home and expanding that excellent safety record worldwide. Says Nick Sabatini:

“The current commercial transport fatal accident

rate of 0.017 in 100,000 departures is the safest it has ever been in the history of aviation,” he says. “We’ve gone 3.5 years without a single Part 121 air carrier fatality” — impressive, considering the agency handles some 200 million flight operations daily.

“He compares the rate to the Six Sigma quality management program.

‘In Six Sigma, you are allowed 3.4 errors per one million operations. At the 0.015 baseline, that’s a chance of one in 7 million statistically. Experts say we are better than Six Sigma,” he says. “And our counterparts are not

far behind.” [click here to read more](#)

RECENT CRASHES UNLIKELY SIGN OF SAFETY DECLINE:

Despite the recent airline crashes — in Europe, South America, and Canada — experts see no evidence of an overall decline in aviation safety, according to a recent USA Today article.

Arnold Barnett, a professor at MIT’s Sloan School of Management, who specializes in analyzing the risks of flying on airlines, says “jet travel has never been safer than in the first half of this decade. There is nothing in the

AOA HIGHLIGHTS

cluster of recent crashes to indicate that has changed, he says.

“For the first time in any five-year period, no passengers died on large airline jets flying from one U.S. airport to another, according to Barnett. Airlines flew 70 million domestic flights in that period, he says

“The record was just as good for domestic flights in other developed nations — such as in Europe, Japan, Australia and Canada — during the same period of 2000 through 2004, according to Barnett.”

“I guess if there were five crashes within the

United States, I would be concerned,” says Aaron Altman, an aerospace and mechanical engineering professor at the University of Dayton.” [click here to read more](#)

SLOW, STEADY PROGRESS AS LABOR TALKS PROCEED:

Joe Miniace, deputy assistant administrator for strategic labor management relations, reports that labor talks with the National Air Traffic Controllers Association (NATCA are “moving along steadily” and that “progress is being made at the negotiations table.” He explained that many issues have already been discussed

and that both parties have tentatively agreed to roll over, i.e. carry forward unchanged, a number of items. While major issues remain on the table for further discussion, Miniace hopes that all items will have received a hearing by the end of last week. The FAA and NATCA are meeting this week in Minneapolis. The union has added a number of new articles for discussion before the deadline for submission had passed. Still, Miniace characterized progress as “on schedule.”

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WOMEN'S EQUALITY DAY MARKED:

Last week, August 26, marked the 85th anniversary of the ratification of the 19th amendment giving women the right to vote. In 1776, Abigail Adams warned her husband John “to remember the ladies” in the new system of laws that America would adopt. It wasn’t until 150 years later, however, that women finally got a chance to vote. It was a long time coming and even then it barely squeaked through. According to Linda R. Monk’s *THE WORDS WE LIVE BY*, “It was ratified in 1920, with

Tennessee providing the necessary approval by one vote — after a mother lobbied her son in the state legislature on the amendment’s behalf.”

Equality for women is another matter. For some perspective, when I first came to the agency in 1974, there were virtually no women executives — two, as I recall, but they were not in major power positions — and very few even in technical jobs or senior-level manager jobs they were well qualified for. Several women had engineering and other technical degrees, but couldn’t get beyond the administrative series. (Retired Supreme

Court Justice Sandra Day O’Connor, who graduated near the top of her class at Stanford, was not able to get a position at any national law firm, except as a legal secretary.) So, we have come a long way, but we’re still not there. Studies show that women in many job categories are still not paid as much as their male counterparts. And, of course, all we have to do is look at certain churches and religious traditions to see the pervasive bias against equality for women. So the beat goes on.

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THE TUSKEGEE AIRMEN'S FINAL MISSION:

That's the name of an article in a recent Washington Post article. FAA has a strong historical connection with the Tuskegee airmen, several of whom later joined the FAA.

Even if there were no connection, this is an inspiring story in its own right. The Tuskegee Airmen pride themselves on never having lost a bomber they escorted in World War II. Yet, despite fighting for America against the German army, they could not eat at the same table as white soldiers even

though enemy soldiers could. Since only 200 of the 992 Tuskegee airmen are still alive, the group has decided this year's 34th annual convention will be its last. One of the airmen quoted throughout is former FAA executive Bill Broadwater whom we interviewed a couple of years ago for a VOICE webcast. The interview is still available via archived webcast at http://employees.faa.gov/library/media_library/voice_live/2003_webcasts/

The Last Word:

My wife and I had a chance to spend a week at the beach recently, and thus we had a chance to read several books. If

you're not interested, you can start running now. Ready, set, go. If you are interested, at least a little bit, first we have two novels to recommend.

- One is THE SECRET LIFE OF BEES by Sue Monk Kidd. It has been out for a while, and many of you undoubtedly have read it already. It's about a 14-year old white girl in mid-1960's South Carolina who runs away from home with her African-American nanny, who had gotten herself in trouble with the law. Sweet but not cloying. The other novel is SPARROW by Mary

AOA HIGHLIGHTS

Doria Russell about a Jesuit-led expedition to another planet in 2019. Sounds bizarre, but the Jesuit thing piqued my interest... So, I picked it up and couldn't put it down. Neither could my wife.

- **RUNNING ON EMPTY** by Pete Peterson, former Commerce Secretary under President Nixon, is a big-time slap at both major political parties for ignoring the unfunded liabilities that are piling up and threatening to overwhelm our children and grandchildren. Peterson says Democrats have never met an entitlement they didn't

want to increase and the Republicans have never met a tax they didn't want to cut.

- And, finally, maybe the best book of all is another non-fiction called **WILD SWANS** about three generations of women growing up in China. It starts with the grandmother who was a concubine to a warlord in the 1920's, her daughter who along with her husband was a committed Communist following the Communist takeover in 1949 (until the brutal Cultural Revolution in the 60's and 70's), and finally her daughter, Jung Chang, the author of the book, who became the

first Chinese women under the Communists to be allowed to be educated abroad. The book reads like a novel and it will teach you painlessly about the history of China in the 20th century. Chang has written a biography of Mao that will be published in this country in October. Mao is in a category with Stalin and Hitler, but somehow has escaped history's lash. At least so far. ✈

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Deviations

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Wrong brothers' money saving air traffic control communications system.